

# The Hongkong Telegraph.

(ESTABLISHED 1881)

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FRIDAY, JUNE 26, 1903.

五月初

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## Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.  
ESTABLISHED 1880.

CAPITAL SUBSCRIBED ..... Yen 24,000,000  
CAPITAL PAID-UP ..... 18,000,000  
CAPITAL UNCALLED ..... 6,000,000  
RESERVE FUND ..... 9,000,000

Head Office: -YOKOHAMA.

Branches and Agencies:  
TOKIO. KOBE. NAGOYASAKI. LONDON. LYONS. NEW YORK. SAN FRANCISCO. HONOLULU. BOMBAY. SHANGHAI. TIENTSIN. NEWCHWANG. PEKING.

LONDON BANKERS: THE LONDON JOINT STOCK BANK, LTD. PARIS BANK, LTD. THE UNION OF LONDON AND SMITH'S BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED: On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

" " 6 " 4 "

" " 3 " 3 "

TARO HODSUM, Manager.

Hongkong, 11th March, 1903. [10]

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital ..... \$10,000,000

Reserve Fund—

Sterling Reserve ..... \$10,000,000

Silver Reserve ..... \$5,500,000

RESERVE LIABILITY OF PROP'TORS \$10,000,000

COURT OF DIRECTORS:

A. J. RAYMOND, Esq., Chairman.

H. E. TOMKINS, Esq., Deputy Chairman.

H. C. W. DICKSON, Esq., Secretary.

E. GOTT, Esq., from R. Shaw.

G. H. MEDHURST, Esq. N. A. SIEBS, Esq.

C. MICHAEL, Esq. H. W. SLADE, Esq.

H. SCHUBART, Esq.

CHIEF MANAGER:

Hongkong—R. M. SMITH.

MANAGER:

Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent. per Annum on the daily balance.

Or FIXED DEPOSITS:

For 3 months; 2½ per cent. per Annum.

For 6 months; 3½ per cent. per Annum.

For 12 months; 4 per cent. per Annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 14th May, 1903. [11]

HONGKONG SAVINGS BANK.

THE BUSINESS of the above Bank is conducted

by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option

balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

J. R. M. SMITH,

Chief Manager.

Hongkong, 1st May, 1902. [12]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital ..... £1,000,000

Paid up Capital ..... £324,374

HEAD OFFICE—HONGKONG.

Board of Directors:

CHAN KIT SHAN, Esq. J. SCOTT HARRISON, Esq.

CHOW TUNG SHANG, Esq. J. LAUTS, Esq.

Chief Manager:

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed ..... 5%.

Hongkong, 12th May, 1903. [13]

THE DEUTSCH-ASIATISCHE BANK.

Paid-up Capital ..... Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.

Board of Directors: BERLIN.

BRANCHES:

Berlin Calcutta Hankow

Tientsin Tsin-tau (Kiautshou)

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS, UNION OF LONDON AND SMITH'S BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FILICE,

Manager.

Hongkong, 4th October, 1902. [14]

**HONGKONG HOTEL.**

Military Band during dinner on Saturday Night.

GUARANTY TRUST COMPANY OF NEW YORK  
(AMERICAN BANK).

ESTABLISHED 1864.

PAID UP CAPITAL ..... U.S. Gold

SURPLUS AND UNDIVIDED PROFITS \$5,80,000

Head Office: -NEW YORK.

LONDON OFFICE, 33 and 35, Lombard Street, E.C.

F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS: PARK'S BANK, LIMITED.

HONGKONG OFFICE: 4, DES VIEUX ROAD.

General Banking and Exchange business transacted.

INTEREST ALLOWED:

On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

" " 6 " 4 "

" " 3 " 3 "

E. F. GROS,

Acting Manager.

Hongkong, 1st December, 1902. [15]

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE—NEW YORK.

FISCAL AGENTS FOR THE UNITED STATES OF AMERICA IN CHINA AND THE PHILIPPINE ISLANDS.

Capital paid in ..... Gold \$1,000,000.

Surplus (Reserve) Gold \$1,000,000.

Total ..... Gold \$8,000,000.

Capital and Surplus authorized, Gold \$1,000,000.

London Bankers: THE NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

The Corporation buys and sells Bills of Exchange, issues Letters of Credit, and carries on every description of Banking and Exchange business. Money received on Current Deposit Account at the rate of 2 per cent. per annum on the daily balances, and on Fixed Deposit as follows:

For 12 months, 4½ per cent.

" 6 " 4 "

" 3 " 3 "

HONGKONG BRANCH: 20, DES VIEUX ROAD, CENTRAL.

CHARLES R. SCOTT,

Manager.

Hongkong, 26th May, 1903. [16]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1863.

SHANGHAI TRUSTS.

SUBSCRIBED CAPITAL ..... 5,000,000

PAID-UP CAPITAL ..... 2,500,000

Head Office: SHANGHAI.

Branches and Agencies:

CANTON. PEKING. PENANG. PENANG.

CHINKiang. SINGAPORE. CHINKiang. TIENTSIN. HANKOW.

The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers. Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS:

3½ per Annum Fixed Deposits for 3 months.

4½ " " 6 "

5½ " " 12 "

E. W. RUTTER,

Manager.

Hongkong, 1st January, 1901. [17]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP ..... £800,000

RESERVE LIABILITY OF SHAREHOLDERS ..... £800,000

RESERVE FUND ..... £75,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

" " 6 " 3 "

T. P. COCHRANE,

Acting Manager.

Hongkong, 18th May, 1903. [18]

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

NO. STEAMERS TO SAIL ON REMARKS

LONDON, and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MALTA.

YOKOHAMA via SHANGHAI, NAGOYASAKI and KOBE, (via MIAMI) and MARTINIQUE.

SHANGHAI, (via CORONADO) and U. S. F. J. FOX.

LONDON, etc. (via MASSILIUS) and G. W. CUCKMAN.

For Further Particulars apply to

E. A. HEWETT, Superintendent.

Hongkong, 24th June, 1903.

## Intimations.

"I hear they want more

**Bovril**

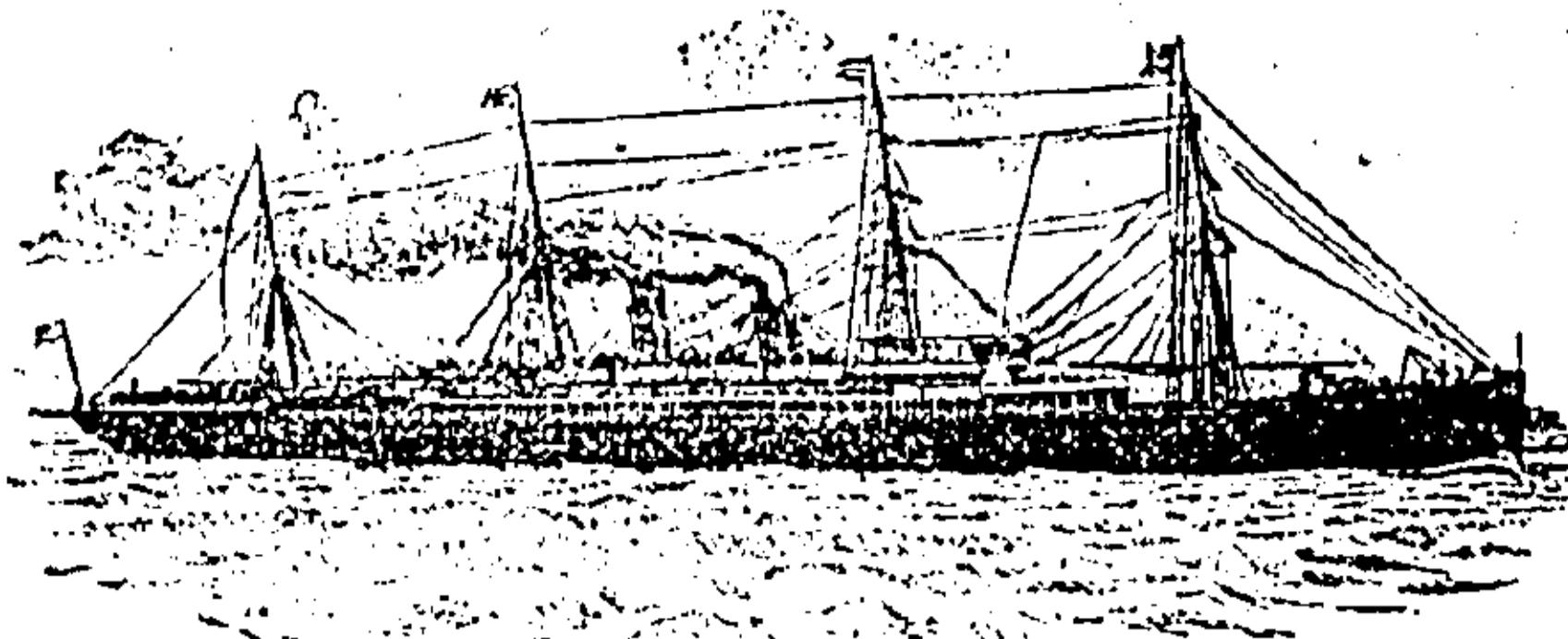
fortifies the system.

BOVRIL is an extremely palatable

drink and a stimulant that has no bad after-

Mails.

## U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE;

## PROPOSED SAILINGS FROM HONGKONG.

"SIBERIA"	THURSDAY, 20th July, at Noon.
"COPTIC"	SATURDAY, 21st July, at Noon.
"AMERICA MARU"	TUESDAY, 25th July, at Noon.
"KOREA"	TUESDAY, 26th July, at Noon.
"GAELIC"	TUESDAY, 4th August, at Noon.
"HONGKONG MARU"	FRIDAY, 14th August, at Noon.
"CHINA"	SATURDAY, 22nd August, at Noon.
"DORIC"	TUESDAY, 1st September, at Noon.
"NIPPON MARU"	TUESDAY, 8th September, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Company's Steamship "SIBERIA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 2nd July, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway; to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to adress in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100 U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 24th June, 1903.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
"EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).		
R.M.S. "EMPERESS OF JAPAN"...	6,000 Tons.....	WEDNESDAY, 15th July.
"TARTAR".....	4,425 "	WEDNESDAY, 22nd July.
"EMPERESS OF CHINA"...	6,000 "	WEDNESDAY, 5th August.
"ATHENIAN".....	3,882 "	WEDNESDAY, 12th August.
"EMPERESS OF INDIA"...	6,000 "	WEDNESDAY, 26th August.
"EMPERESS OF JAPAN"...	6,000 "	WEDNESDAY, 23rd September.
"TARTAR".....	4,425 "	WEDNESDAY, 7th October.
"EMPERESS OF CHINA"...	6,000 "	WEDNESDAY, 21st October.
"ATHENIAN".....	3,882 "	WEDNESDAY, 4th November.
"EMPERESS OF INDIA"...	6,000 "	WEDNESDAY, 18th November.
"EMPERESS OF JAPAN"...	6,000 "	WEDNESDAY, 16th December.
"TARTAR".....	4,425 "	WEDNESDAY, 30th December.

THE magnificent "EMPERESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN-PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 Hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIA OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &amp;c., apply to

D. E. BROWN, General Agent,  
Pedder's Street.

Hongkong, 25th June, 1903.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.

## OSTASIATISCHER FRACHTDAMPFERDIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA.....	HAVRE, BREMEN and HAMBURG.	1st July.
Bork.....	(Calling at SINGAPORE and COLOMBO).	Freight.
NURNBURG.....	HAVRE and HAMBURG.	15th July.
WURZBURG.....	(Calling at SINGAPORE and PENANG).	Freight.
v. Linzer.....	HAVRE and HAMBURG.	29th July.
BALENSIA.....	(Calling at SINGAPORE and COLOMBO).	Freight.
Roden.....	HAVRE and HAMBURG.	12th August.
SIT (IONIA)	HAVRE and HAMBURG.	Freight.
Hildebrand.....	(Calling at SINGAPORE and COLOMBO).	26th August.
ARABIA.....	N.Y. NEW YORK	Freight.
Jahle.....	Via SUEZ CANAL.	about middle of August.

For further particulars, apply to  
HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Building.

Hongkong, 26th June, 1903.

[2]

## Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons.	Captain H. D. Jones.
"POWAN."	2,338 "	G. F. Morrison, R.N.R.
"PATSHAN"	2,250 "	A. W. Dixon.
"HONGKONG"	3,073 "	C. V. Lloyd.
"KINSHAN"	2,860 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at about 7 A.M., 10 A.M. and 6 P.M. except Saturdays at 7 A.M. and 10 A.M. and Sundays at 6 P.M. only.

Departures from CANTON to HONGKONG daily at about 8 A.M., 2 P.M. and 5.30 P.M. (Sundays excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons.	Captain W. E. Clarke.
Do.	from Macao to Hongkong	about 7.30 A.M.

Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule, Sunday excepted.

Do. from Macao to Hongkong daily at about 7.30 A.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN"	219 tons.	Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.		

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE Indo-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "NANNING"	569 tons.	Captain R. D. Thomas.
"SAINAM"	588 "	B. Branch.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD &amp; SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 9th May, 1903. [357e]

## Intimations.

## Intimations.

GREEN ISLAND CEMENT COMPANY, LIMITED.

CHINA LIGHT AND POWER COMPANY, LIMITED.

## PORTLAND CEMENT.

In Casks of 375 lbs. Net \$15.00 per Cask ex Factory.

In Bags of 250 lbs. Net \$8.00 per Bag ex Factory.

SHEWAN, TOMES &amp; CO., General Managers.

Hongkong, 13th May, 1903. [191]

MACEWEN, FRICKEL &amp; CO.

have undertaken the Sole Agency in Hongkong for

3, Duddell Street, Hongkong.

18th June, 1903. [650c]

A Pure LAGER BEER excellently Suitable for Hot Climates.

A Refreshing Beverage.

\$16.00 per case of 8 doz. pds.

or

\$2.00 per pdz.

3, Duddell Street

## THE PARSES IN PERSIA.

There is no need in Bombay to assert the claims of the Zoroastrians of Persia upon the sympathy of their co-religionists in India. The efforts of Bombay Parses to free the men of their race and faith who remain in Persia from long standing disabilities are an old story, which need only be referred to-day in order to recall what the attitude of the more fortunate portion of the community has been, towards those who are left in Iran. When Major Molesworth Sykes passed through Bombay, early in the year to resume the duties of the British Consulate at Kerman, he was able to bring to the notice of some of the leaders of the community here much that was interesting in relation to the Zoroastrian community in the ancient Persian city, and for more reasons than one it is to be hoped that the Parses of Bombay will continue to keep in touch with their brethren in Kerman. There are no fewer than seventeen hundred of them there, in a population of nearly fifty thousand, and it would be easy to advance reasons powerfully appealing to racial pride why the more prosperous and advanced of the community, who have found their home in another and more favoured land, should show in a practical way their sense of kinship with the Kerman Zoroastrians. Major Sykes, in his admirable work on Persia, tells us that although they are noted for their integrity, they are sunk in deep ignorance, while the love of money is a vice that prevails in response to the most obvious calls upon their charity. Obviously this is a case for outside help, for the conditions described are not favourable to any large exercise of the virtue of self-help. The Zoroastrians of Kerman are not sufficiently conscious of the value of education to respond as yet to any appeal to their public spirit. There was a time when their brethren in India were in the same case, and for that reason they will not be disposed, now that they have made themselves far and away the most educated community in India, to press the argument that every community that needs education must pay for it.

Bombay Parses, who know what education has done for them, would be doing a distinctly patriotic work by endeavouring to help in rescuing the Zoroastrians of Kerman from the ignorance in which they have long lain. We hear that there is room at Kerman for another form of enterprise which Parses have usually taken up with success. Kerman is badly in need of one of the general stores for the profitable management of which Parses in up-country stations and cantonments in India have shown peculiar adroitness, and now that the Quetta-Nushki road has opened that part of Persia to easy communication with India an enterprise of this kind could be embarked upon with no great difficulty.—*Times of India*.

## THE UBIQUITOUS SCOT.

The city on the Hugli, and that other city which now so proudly wears its head on "the Island of the Good Life," are the representative capitals of India—of the Western peoples and the Eastern peoples respectively. To anybody who knows both cities the contrasts in their individuality, if the term may pass, are a source of never failing interest. The ethnic constitution of the native populations is widely different in each centre. Is Calcutta the Bengali Babu, in Bombay the Bhatia, the Buntyn, the Mahomedan Bohra, the Purboor, the Mahrahs? In Calcutta again the Parsee is an infinitesimal quantity. What he is in Bombay we know. And is not Calcutta a place for the "brave Scot"? Jute! Yes, jute has a good deal to do with it; but, apart from just the Scotch names among the big merchant firms bear very eloquent testimony to the Caledonian capacity for striking root in a foreign—or at least a far distant soil, for India, to the Anglo-Indian, is less foreign than many spots nearer to the island mother-land. And as for names, Job Charnock's city is full of Gaelic, from the Ochterlony Monument to Dalhousie Square. This remark applies to the European quarter; the Aryan naturally has his own nomenclature for highways and byways. It is said that a Scotchman never long "be out of a billet" in Calcutta. I suppose the Yules, the Hendersons, and McLeods, the Grahams, the Macintoshes, and McKenzies and many other old-established concerns have a "frater" feeling strong for him who can join with real gusto in the solemn rites of a St. Andrew's Dinner. And why not? Anyhow Calcutta is very Scotch. You will find nothing like it in Bombay.—*Capital*.

## THE KING AS PEACEMAKER.

Of the three European potentates who lie this cynosure of the world's eyes at the present moment, twice the *Voice of India*, King Edward VII of England, is at once the most peace-loving and practical minded sovereign. His autocratic Majesty of Russia not only loves peace, but wishes to persuade all other Governments to spike their guns. But such is the irony of politics that the Government of the most pronounced peace lover causes the greatest anxiety to the nation that have any interest, at least in Asia. The Kaiser has a sublime contempt for sentiment. King Edward a personalisation of the golem man. With ideas as amiable and as progressive as the Tao's he is no visionary; with a common-sense even superior to that of his Teutonic Majesty, his accents do not ring with blood-dipped iron. No wonder he has captured the imagination, not only of Portugal and Italy, but even of France. To have brought to the lips of a French populace the cry of "Vive le Roi" is nothing less than an achievement. The popular bias in European countries is a force which the statesman has to reckon with. By his no less cordial than earnest appeal to the friendship and admiration which we all feel for the French and their heroic traditions, his Majesty has done more to strengthen the position of England, and to bring about a better understanding of the world than years of the most strenuous efforts of Foreign Office

## Auctions.

PUBLIC AUCTION  
THE Undersigned have received instructions to Sell by PUBLIC AUCTION,  
FOR ACCOUNT OF THE CONCERNED,  
TO-MORROW  
(SATURDAY, the 27th June, 1903,  
at 11 A.M.,  
at their  
SALES ROOMS, No. 8, Des Vaux Road,  
Corner of Ice House Street,  
75 Cases POPE & WINE;  
22 Cases KUPPENS BEER;  
2 Cases HIRANO WATER;  
3 Cases BUTTER;  
Also  
About 10,000 of EGYPTIAN CIGAR-ETTES;  
AND,  
108 Boxes of MANILA CIGARS.  
TERMS.—As usual.  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 26th June, 1903. [749]

## P.U.H.L.C. AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION,  
FOR ACCOUNT OF THE CONCERNED,  
TO-MORROW  
(SATURDAY, the 27th June, 1903,  
at 11 A.M.,  
at their  
SALES ROOMS, No. 8, Des Vaux Road,  
Corner of Ice House Street,  
SUNDAY

HOUSEHOLD FURNITURE,  
Comprising—  
TEAKWOOD SIDEBOARD with BEVELLED GLASS OVERMANTEL MOROCCO-COVERED CHAIRS, 18 CUT-GLASS MIRRORS, CROCKERY and GLASS-WARE, &c., &c.

ALSO  
EDELWEISS ORGAN, 1 COTTAGE PIANO by Collard & Collard, London, 14 ELECTRIC FANS, BATTERIES, CARBONS, &c.; 3 DOBOE FOWLING PIECES (by 1 American and 2 English Makers);

A Quantity of PARISIAN-TRIMMED HATS, FICHUS, LACE COLLARS, BUCKLES, LADIES' UNDERSKIRTS, CHILDREN'S BOOTS and SHOES &c., &c.  
TERMS.—As usual.  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 26th June, 1903. [750]

FROZEN FOOD AND FRUITS.  
VIA No. 3, ICE HOUSE STREET.

FRESH SUPPLY of FROZEN AUSTRALIAN PRODUCE just received by the China Navigation Co.'s S.S. "TAIYUAN," including MUTTON, LAMB, PORK, SUCKLING PIGS, RABBITS, TURKEYS, PORK SAUSAGES, MILK (concentrated), FRESH BUTTER, CHEESE, BACON, HAM and CHOICE TINNED FRUITS.

Pass Books will be supplied to, and credit accounts kept with, well-known residents. Price List on application.

LAU KUE TONG,  
Manager.  
The Hongkong Frozen Food Supply.  
Hongkong, 24th June, 1903. [747c]

GOVERNMENT NOTIFICATION.

DARTICULARS AND CONDITIONS of the letting by Public Auction, Sales to be held on MONDAY, the 29th day of June, 1903, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency, the Governor of One Lot of CROWN LAND, at Kennedy Road, near Union Church, in the Colony of Hongkong, for a term of 21 Years. PARTICULARS OF THE LOT

No. of Sale.	Boundary Measurements.	Quantity.	Contents in sq. ft.	Annual Rent.	Upper Rate.
1	Kennedy Road, near Union Church, 100' x 100' 50' x 50' 100' x 100' 50' x 50'				

Hongkong, 22nd June, 1903. [731c]

## Intimations.

EASTERN EXTENSION AND GREAT NORTHERN TELEGRAPH COMPANIES.

REFERRING to the COMPANIES' NOTICES of the 20th December and 27th March last, the Senders of Telegrams are hereby advised that from 1st July next, the Charges for Telegrams will, subject to Revision after Three Months, be collected at the Rate of Forty-eight cents to equal One Franc.

J. M. BECK,  
Superintendent.  
Hongkong, 25th June, 1903. [751c]

A. S. WATSON & CO., LTD.

AERATED WATER BOTTLES.

THE system of sending out Bottles on loan having for a long time past caused dissatisfaction to our customers and loss to ourselves, we have decided that

On and after the 1st JULY next all Aerated Water Bottles, Ginger Beer Bottles and Syphons supplied to customers will be charged for at the following rates—

Bottles ... ... ... \$1.00 per Dozen  
Syphons ... ... ... \$1.00 do.

On the return to our Factories of Bottles and Syphons in good condition, that have been previously charged up or paid for, full credit will be given at the above rates.

A. S. WATSON & CO., LIMITED,  
The Hongkong Dispensary.  
Hongkong, 16th June, 1903. [722c]

VICTORIA DISPENSARY

AERATED WATER BOTTLES.

THE system of sending out Bottles on loan having for a long time past caused dissatisfaction to our customers and loss to ourselves, we have decided that

On and after the 1st JULY next all Aerated Water Bottles, Ginger Beer Bottles and Syphons supplied to customers will be charged for at the following rates—

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Syphons ... ... ... \$1.00 do.

On the return to our Factories of Bottles and Syphons in good condition, that have been previously charged up or paid for, full credit will be given at the above rates.

VICTORIA DISPENSARY,  
Hongkong, 19th June, 1903. [723c]

WATKINS, LIMITED.

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## Intimations.

A. S. WATSON & CO.  
LIMITED

WINE MERCHANTS

PUBLISHED AD. 1841

## CIGARETTS

	Per Case Per Tube, Per Box
S. ESTERELLE	\$ 5.00 9.00
ST. LUMÉN	10.00 11.00
LA ROSE	13.50 14.50
CHATEAU HAUT BRUN LARIVIÈRE	20.00 22.00
CHATEAU MOUTON VAILLAC	24.00 26.00
CHATEAU PONTET CANET	28.00
CHATEAU LA TOUR CARNET	33.00
CHATEAU RAUZAN	34.00
CHATEAU LAFITE	54.00

CIGARETTES are specially selected and made from the LEADING FRENCH CIGARETTES; they are of exceptional value and in top condition.

CHATEAU LA TOUR CARNET  
CHATEAU RAUZAN AND  
CHATEAU LAFITE

are recommended to the notice of Connoisseurs of high-class after-dinner Wines.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the "Bony" or from our authorized Agents at the Coast Ports.

A. S. WATSON &amp; CO., LTD.

## THE HONGKONG DISPENSARY

TELEPHONE NO. 256  
CABLE ADDRESS: "ACHEE," HONGKONG  
A. S. C. CODE, 4TH EDITION

ESTABLISHED 1859

A CHEE & CO.,  
利 廣  
17A, QUEEN'S ROAD.

FURNITURE  
DEALERS.

DRAWING ROOM,  
DINING-ROOM,  
and BED-ROOM.

FURNITURE

ELECTRO-PLATED,  
GLASS, and  
CHINA WARES.

PASTEURS' MICRO-BE-PROOF

FILTERS,

ROCHESTER LAMPS,

WHITE TURKISH TOWELS.

COUNTERPANES.

COOKING RANGES.

KITCHEN UTENSILS, and

HOUSEHOLD REQUISITES.

PHOTOGRAPHIC  
DEPARTMENT.

DEVELOPING and PRINTING

UNDERTAKEN for AMATEURS

GOOD WORK.

PROMPT RETURN.

Hongkong, 8th July, 1903. [728d]

CARMICHAEL AND  
CLARKE,

CONSULTING ENGINEERS AND

SHIPBUILDERS.

SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.  
A. S. C. Code, 4th Edition.

Liebre's Standard Code.

TELEPHONE, 2351.

Hongkong, 20th March, 1903. [728e]

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL

NOTICE.—Applications for marriage to be addressed to the Editor, 16 Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any referred MS., nor to return any contribution for a good many officials."

SUBSCRIPTION-RATES (IN ADVANCE):

DAILY—\$30 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per annum, proportional.

The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies Daily, ten cents. Weekly, twenty-five cents.

## MARRIAGE.

At the Roman Catholic Cathedral, Saigon, Cochinchina, on May 23rd, FREDERIC BUTLER MADDEN to MARGARET THERESE (Dame) McCabe, eldest daughter of P. McCabe, Esq., of Wondside, Cowthorpe, Berkshire, England.

The Hongkong Telegraph

HONGKONG, FRIDAY, JUNE 26, 1903.

## THE NEW VICEROY AND CANTON OFFICIALDOM.

Yesterday we published the news received

from a correspondent at Canton that the

new Viceroy of the Two Kwangs, who took

over his seals of office on the 17th inst., is

inaugurating a reign of terror for the officials

whose venality had exposed them to the pu-

nishment of dismissal from office and degra-

dation. This is a result of the official inves-

igation which H. E. Tsen Chu Hsien is con-

ducting in the province where government

he has just recently assumed, with such a

firm hand. To-day corroboration of the

news reaches us from our own correspondent.

The corroborative report is published in

another column. His peculiar position,

writes our correspondent, makes him a terror

to all wrong doers. He is not only Viceroy

of the Two Kwangs. He is practically Com-

mander-in-chief of the Army of South China

and martial law is really in force. The

Viceroy has authority to degrade and punish

with death any official without referring the

matter to Peking. He is invested with this

unusual power by Imperial edict. Accord-

ing to our senior Shanghai contemporary

it was reported in local mandarin circles that

when H. E. Tsen Chu-hsien arrived at

Woosung en route South, he found waiting

for him an Imperial edict empowering

him to do anything he saw fit to suppress

the discontent in Kwangsi province; and also

to secretly investigate the conduct of Governor

Wang Chih-chun for report to the

Throne. The Viceroy's investigation

are carrying him into quarters which will

gradually disclose the corruption and

impotence of past administration within the

Viceroyalty of Kwangtung and Kwangsi.

If no other good is attained, by the present

searching inquiry no cause for

regret will be found in the probable denuncia-

tion awaiting the infamous participant

and organizing spirit in the Gage Street affair

which culminated in the tragic death of the

schoolmaster, Yeung Ku Wan. Li Ka

Cheok is, from the latest report which we

have been able to gather, under the ban of

suspicion by the new administration. He is

a mandarin in Canton and has earned for

himself a notoriety with the Government and

inhabitants in Hongkong for the leading

part he played in the nefarious plot that

encompassed the life of a Hongkong citizen.

The statements of the Acting Attorney

General; the prosecuting Counsel, in the

trial of Lau Chi shows the sort of man Li

is. He was at one time held in such high

favour as to have secured him the position

by virtue of which he succeeded, in accom-

plishing his vile purpose with an impunity

engendered by his sense of security in his

high office in Canton. When in 1901 the

Acting Viceroy of Canton and the Governor

of Kwangtung publicly offered a

reward of \$6,000 for the life of the re-

former, Yeung Ku Wan, together with an

official rank, and other attractions, Li, in

command of the guard or native police, took

the matter up and became practically the

organiser of the murder, and Lau Chi was

made one of his tools. It was also stated

that Young Ching Kai, captain of one of the

Chinese gunboats, and an inferior officer of

Li Ka Cheok, acted as intermediary between

him and the gang of murderers in Hong-

kong. His barracks in Canton were utilized

for the rendezvous of the ring-leaders of the

plot—the captain of the gunboat, Chan

Lam Tsai, and the two "braves" Tong

Cheung and Tsui Fuk. Here also they met

for discussion and boasted about the murder

when it had been accomplished, and talked

about the reward. No surprise need be felt

if punishment in one form or another awaits

such a character at the hands of his superior

official who takes up the reins of government

with a determination to weed the service of

every undesirable that has held office during

an administration with pusillanimity and

corruption as its predominant features.

Besides the notorious Li, the names of three

other officials are prominently associated

with prospective punishment either in the

subject to the Imperial Government.

nature of their degradation. One of these is said to be a Tao-tai holding rank of the Third degree, another a captain and the third an expectant prefect. Little wonder then that H. E. Tsen is making "things lively" for a good many officials."

## LOCAL AND GENERAL.

THE anniversary of the birthday of King Edward the VII. is being celebrated at home to-day.

THE big steamer *Tsukler*, built and engined in Hongkong in 1892, is to be sold by auction at Bangkok.

LeMunyon will have another grand opening Day and a Souvenir day as well; watch the date.

YESTERDAY Inspector Smith and a party of police raided the Metropole Hotel in and succeeded in arresting 39 men playing at palkow. Twenty of them were cooks of European residents. This morning Mr. F. A. Hazeland fined the keeper of the house \$150, and each of the other \$10.

By kind permission of Major Radcliff and Officers the Band of the 3rd Burma Infantry will play at the Hongkong Hotel to-morrow (Saturday) evening from 8 to 9.30.

## PROGRAMME.

March 1st—*Les Soldats du Peuple* ... Mario Costa  
Overture ... *La Pétasse* ... Monckton  
Selection ... *La Maid of Malmaison* ... William Salmon  
Selection ... *La Cloches de Cornouaille* ... Planquette  
Valse ... *Amoureuse* ... Berger  
Two-Step ... *Munblin Moss* ... Thurston

God save the King.

Now look out for LeMunyon's new store adv. It is a beauty.—Advt.

LeMunyon's new store adv.

It is a beauty.—Advt.

LeMunyon's new store adv.

It is a beauty.—Advt.

The Hongkong Telegraph

HONGKONG, FRIDAY, JUNE 26, 1903.

## THE NEW VICEROY AND CANTON OFFICIALDOM.

Yesterday we published the news received

from a correspondent at Canton that the

## TELEGRAMS.

(Reuter's.)

## The Somaliland Expedition.

London, 24th June.

A number of educated men are with the Mullah, including some interpreters formerly employed by the British Navy; the enemy is well acquainted with our methods and has a regular intelligence system connected with Jubat and other ports. The Mullah's force includes 1,500 riflemen and a mob of spearmen. The British force will be about 6,000 of all arms. Experts maintain that owing to the transport problem, a more pouring of troops into the country will only increase the difficulties, and advocate the later South African tactics of small light columns.

Later.

General Maunring telegraphs that he arrived at Bohole on the 26th (sic) (21st) having left an adequate garrison at Damot.

## Soria.

King Peter met with an enthusiastic reception on his arrival at Belgrade and attended Mass at the Cathedral. The Russian and Austrian Ministers were at the station; their demeanour was grave and nervous throughout the ceremonies. The Premier presented the leaders of the Government to the King, including the chief conspirator Miljan, who was received in silence.

(N. C. D. News).

## The Proposed Transfer of the Treaty Revision Negotiations to Peking.

Peking, 19th June.

The Board of Foreign Affairs (Waiwupu) has sent an official communication to the Diplomatic Body, stating that the reason for transferring the Treaty Revision negotiations to Peking was to avoid the trouble and delay of constant telegraphing between Peking and the commissioners, and to conclude the negotiations as quickly as possible; and the Board hoped that the Diplomatic Body would agree to the transfer.

Later.

Mt. Uchida, the Japanese Minister, has officially communicated to the Chinese Government his opposition to the transfer of the negotiations to Peking.

## The Manchurian Question.

Peking, 19th June.

Mt. Uchida called at the Waiwupu yesterday, and demanded the opening of Mou-tien and Tsin-tung as treaty ports, but the demand was rejected at once, the reason given being the objection of the Russian Government.

Kouei, 19th June.

General Kuropatin is extending his stay, and went to Shihua today. The agreement that has been reported and discredited was probably a *bulletin*.

## Prince Ching's Attitude.

Peking, 19th June.

Prince Ching seems to be disposed to avoid seeing the Foreign Minister. Yesterday he refused to see Mr. Uchida, on some pretence notwithstanding that an appointment had been made; and to-day he also refused to see Mr. Townley, the British Chargé d'Affaires.

Later.

It is generally understood in the Diplomatic Body that Prince Ching, while unable to receive the British and Japanese Ministers, has accorded several interviews to the Russian Minister, and is gradually being converted to an adherence in the designs of Russia.

## The Peking-Kalgan Railway.

Peking, 20th June.

Although it has been stated that the railway from Peking to Changchakon (Kalgan) is to be built by a Chinese syndicate with Chinese capital, it is now understood that this syndicate is only a Russian puppet.

## A Savage Raid in Formosa.

Tokio, 20th June.

One hundred and fifty Formosans a vagabond campfire refinery at Gilan, and killed eleven Japanese, including policemen.

## ACCIDENT IN THE HARBOUR.

While the N.Y.K. s.s. *Kawachi Maru* was entering the harbour from Shanghai and the North soon after six o'clock this morning the strong current took her against the Hongkong breakwater, which steamer's anchor chain caused the anchor to fall into the water, and smashing her own starboard gangway.

## INDIA'S PLAGUE POLICY.

It is greatly to be feared that a thirteenth problem has been added to the twelve administrative difficulties which, according to Lord Curzon, confront the Government of India. The plague has become endemic, and its history clearly shows that each succeeding winter it rages with increasing virulence. Had the people of the country not been so debased and ignorant, had they not been so ready to be misled by evil counsellors, there is every reason to believe that the disease would have been stamped out in its inception. But the simplest measures of segregation and isolation were followed by panic and riot. Blood was shed, plague hospitals were burnt down, and the whole country was in a tumult. In these circumstances the Government began to abandon one by one the preventive measures suggested by medical science. At the present moment, except in the very largest towns and seaports, practically no steps are being taken to stamp out the pest.—*Englishman*.

ASK for ASAHI JAPANESE BEER.—

## THE STRANDING OF THE S.S. "PEMBROKESHIRE."

## THE FINDING.

(Continued.)

Campbell P. C. Stapleton deposed that he was third officer of the steamer *Pembroke*shire and which ship he had served for 44 months. His watch was from 8 to 12 and he was on duty at the time of stranding on the 13th of May. He went on the bridge at 8 o'clock and remained there till the time of the accident. Nothing unusual was noticed during his watch except that the weather was a bit hazy. He had examined the chart at 8 o'clock and the quartermaster was on the wheel. Throughout the watch the captain was on the bridge except for a few minutes about the time of the occurrence. Witness had received instructions to keep a good lookout for the North Saddle Light. No vessels were seen except a few fishing junks. The captain had expected to see the light during the watch. Witness was the first to see land, about three minutes before the ship struck, when they were about three-quarters of a mile off. He called the captain at once. The land at first appeared to the witness to be a shadow or an illusion often seen at sea. He had kept a close eye on the steerage man and every few minutes examined the compass and the steering was steady.

In answer to the Court witness said that he had altered the course himself at the captain's order and had read the log at 9.15 o'clock. The lookout man at the time was a Chinaman, and immediately on striking witness put the telegraph full speed astern as ordered by the captain. At 8 o'clock he was told that the light would be seen about 4 points on the starboard bow. The patent log had always run true and it had been in use for some time; there was no reason to suspect it. He had read it himself when the course was altered. During the watch the wind had gone down and he had no reason to believe that the speed of the ship was diminished.

Captain Little asked if witness recollects his placing the parallel ruler on the chart and marking the course himself. Witness said he did and Captain Little, formerly the Court, he was then steering as far as eleven miles off Sag Island instead of seven as had been done in the regulations. Witness continuing said that he did not remember the captain telling him to keep a look-out for barren land on the port bow. There was no reason for sounding. At 8 o'clock the weather was pretty clear but later on became hazy. At the time of striking he thought that it would be possible to see a steamer's light at a distance of about 4 miles. The North Saddle Light had not been seen till after stranding and then only dimly. This was about 11.5 o'clock. There were no clouds and no moon.

Ernest James Little, master of the *Pembroke*shire gave further evidence and said that he had expected to pass Sag Island at about 9.5 o'clock. The ship struck at three minutes past eleven and at the time he calculated he was between Sag and Boren Islands. Immediately on striking he saw a light which he recognised. At 9.18 p.m. the third officer was told to alter the course to S. 52° E. which he did and was afterwards checked by witness. The lookout man and quartermaster joined at Hongkong about a month or five weeks previously. The light in question was pointed out to him about 2 minutes after the accident by one of the officers. This was the first time that he had had an accident of any kind. He had been master of the ship for 6 months. In the locality the night tides were stronger than the day, which was not the general rule. He had several times navigated a ship in similar tides and was acquainted with the China Sea Directory which he had always used. An allowance of 2 knots was made right through and he thought he was further north. The chapter in the Directory relating to the current between the islands had been read by him and knew the current was strong. At the mouth of the Yangtze he expected it to get less. The ship was going full speed all along that is 10 knots. Witness had always been careful to send an officer to examine the log. The one in use was Walter's, a particularly good one; it had however never been tried in a sea where there was no current. He had every confidence in the log. The courses had been set by him all through the voyage. The lead had not been used at the time of the occurrence and the only ship's regulations regarding it was that William Thompson's should be used. Referring to the crew witness said that, with the exception of the chief officer, they had all joined on that voyage. The third officer was a reliable man but being young he had not had much experience. At the time of striking they were about a cable and a half's length away from the light. The compasses were particularly good. When the third officer pointed out the land right ahead he ordered full speed astern. At first he thought it to be a boat. This was the first time that witness had left Shanghai home-bound. He came in by Steep Island. He had been to sea since 1885. The difficulty of navigation outside had often been the subject of conversation between himself and other masters ashore, and Captain Swaine, an authority upon the subject and a most experienced man, declared to him that it was extremely difficult for navigation. When witness saw the *Valella*, she was heading to the northward. Relying to Captain Gibbs, witness said that if a gun had been fired at 15 minutes' intervals at the Saddle Islands the accident would probably have been avoided. He did not take any observation as to which way the tide was setting when he when ashore; at 11 o'clock the current was northerly and westerly. Although the telegraph indicated full speed astern, he thought the engineer had had no time to reverse the engines. There was a visibility of seven or eight miles during the earlier part of the watch and he had felt uneasy at not seeing the light.

ASK for ASAHI JAPANESE BEER.—

A. G. Gilmour.

## THE FINDING.

The evidence was then concluded with a remark that witness would like to put on record the services rendered to the ship by the chief officer and chief engineer. This was, however, not considered as evidence, says the *Shanghai Mercury*, from which the above report is taken, and the Court adjourned for an hour.

## FINDING.

The Court having regard to the circumstances above stated finds as follows:—

That the master, Ernest James Liddle, was in error in making insufficient allowance for wind and for the tidal streams as shown on Admiralty Chart No. 1922 and that not having seen the North Saddle Light and being on his own reckoning at 9.18 p.m. 7 miles from the North Saddle Island, he was not justified in altering his course to S. 52° E. (Mag.) at that hour.

That the master Ernest James Liddle appears to have navigated his vessel in a seamanship and proper manner, and when a casualty was inevitable to have done everything in his power to avert it, and that he is deserving of all credit for the persevering manner in which he succeeded in bringing the vessel off and safely into dock.

That the Log Book has been well kept and that the vessel appears to have been properly supplied with charts.

The Court considers that the information regarding the abnormal set of the current at the mouth of the Yangtsekiang River is not sufficiently promulgated for the guidance of the master of foreign trade steamers, and the Court urges that the advice in this regard published in the *China Sea Directory*, Vol. III, 412 and 413, should be given more prominence.

The Court is of opinion that in view of the fact that the North Saddle Island Light is frequently obscured by fog banks hanging over the island when the surrounding locality is clear, that a continuous fog signal of some description should be sounded from the Light-house when enveloped in fog.

As the Court does not consider the casualty is in any way due to the negligence of the master, and as he was not in possession of the special information as to the abnormal set of the current on the night in question, they do not consider it necessary to deal with his certificate.

That in accordance with the powers contained in section 483 of 57 and 58 Vict., c. 62, the Court orders that the sum of £4. 7s. od. being the costs of the proceedings before the said Court be paid by Ernest James Liddle, master of the s.s. *Pembroke*shire, and he is hereby ordered to pay the said amount accordingly.

The expenses of this Court fixed at £4. 7s. od. are approved.

Dated at Shanghai, this 19th day of June, 1903. (Signed) B. G. Tours, British Vice-Consul, President of the Naval Court. H. Percy Douglas, Lieutenant, R.N., H.M.S. *Rambler*. James Gibbs, Master, s.s. *Tientsin*.

## GODOWN ACCOMMODATION AT SWATOW.

The members of the Swatow guild have long shared with the Dutch the reputation of giving too little and asking too much. They are now at war with one of our leading steamship companies over the question of godown accommodation for imports. The idea of the native merchant is unlimited accommodation for an infinite time with protection against all loss and damage. Brought up to that, they gave their unwilling consent to a reasonable modification of the "Olo Custom," which divided goods into classes, and refused to the perishable class free storage or compensation for loss or damage after the expiry of a month. The other classes were accommodated for longer periods. Now the merchant, wishing to go back upon this arrangement, is playing off one company against the other but can only in order not to precipitate a bombing. A threatened boycott, will be made.

The expenses of this Court fixed at £4. 7s. od. are approved.

Dated at Shanghai, this 19th day of June, 1903. (Signed) B. G. Tours, British Vice-Consul, President of the Naval Court. H. Percy Douglas, Lieutenant, R.N., H.M.S. *Rambler*. James Gibbs, Master, s.s. *Tientsin*.

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## THE PACIFIC MAIL CO.

## AND ITS RIVALS.

The big liner *Siberia* of the Pacific Mail Steamship Company on her next trip will carry freight at a cheaper rate than ever before, says the *San Francisco Chronicle*. This does not mean that the Pacific Mail Company contemplates a reduction all along the line as a permanent thing, but points to the fact that it intends to institute a rate war in the carrying of freight to Oriental ports. The appearance of a new competing transoceanic line is the cause of this most recent move by the Pacific Mail people. It is evident their purpose to begin discouraging the competing line before it gets fairly started. The agent of the Pacific Mail Company announced unofficially that rates would be so cut that ton of freight could be shipped to the Orient for \$4. By carrying freight at this rate it is hoped that the new rival company, the China Commercial Steamship Company, will be unable to compete.

About the first of this year the new company was organized. It is distinctively a Chinese affair, the stock all being owned by wealthy Mongolians. The promoters of the company stated that the primary object of instituting this new line was to build up trade between China, Mexico and the South American republics.

## INTEND TO ENTER LOCAL FIELD.

From later indications, however, it is apparent that the new company intends to enter the local field to a certain extent, hence the alarm of the Pacific Mail and its hasty cutting of rates. The China Commercial Steamship Company's boats are not equipped to compete in the business of carrying passengers, as provisions are made principally for the accommodation of steerage passengers, although arrangements have been made for the accommodation of a few cabin passengers. Mexico is to be colonized by Chinese, and most of these will go over as steerage passengers and be dropped off at the ports of Mazatlan and Mazatlan on the coast of Mexico. But it has been planned to make San Francisco a terminal port, and on all return trips to the port of departure. The steamers are planning to carry as much freight as they can get. The ports of call in the new line include Hongkong, Shantung, Macao, Kobe, Yokohama, Foochow, Manzanillo, Mazatlan and San Francisco, in the order named. On the coming round trip no such attention will be paid to the carrying of freight to this port, as the steamers will carry large numbers of Chinese steerage passengers for Mexico, and freight for the South American ports. But on the return trip no such conditions will exist. Every effort will be made to get as much freight as possible in order to have the ships not go back in ballast. That the local shippers to Oriental ports will benefit by this competition has already been demonstrated by this first move of the Pacific Mail Steamship Company. Whether a greater cut will be made depends entirely on the success with which the new company can manage the field.

NOTICE is hereby given that LAM SIN SHANG, of MACAU, in the Empire of China, Merchant, trading under the Names of FO CHAN and FUNG MI has on the 7th day of April, 1903, applied for the Registration in Hongkong in the Register of Trade Marks of the following THREE TRADE MARKS:

Number 1.—The distinctive device of an animal usually known as an unicorn having a scaly back, a forked tail, two curved horns and one surey raised.

Number 2.—The distinctive device of a pomegranate fruit supported on a stalk having the words Trade Mark printed on the upper portion of its outer edge and having the lower portion of its outer edge fringed with pomegranate fruit and leaves, and the applicant disclaims the use of the added English words.

Number 3.—The distinctive device of a medallion with fancy drawings extending on either side having above the characters CHONG CHEENG WO in English and in Chinese 長江 (the translation of which in English is the same words CHONG Cheeng Wo) and below the characters SAE LOW CHONG in English and in Chinese 石榴庄 (the translation of which in English is the same word Sae Low Chong) and the applicant disclaims the use of the added Chinese and English words;

in the name of Lam Sin Shang, of Macau, Merchant, who claims to be the Sole Proprietor thereof.

The Trade Mark numbered 1 has been used by the applicant in respect of substances used as food or as ingredients in food in class 42, and the Trade Marks numbered 2 and 3 have been used by the applicant in respect of Tea in class 42.

A facsimile of the above Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 23rd day of June, 1903.

WILKINSON & GRIST,

7556] Solicitors for the Applicant.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI

THE Company's Steamship

HAILOONG.

Captain Evans, will be despatched for the above Ports, TO-MORROW, the 27th instant, at 3 P.M.</

## Shipping Steamers

OCEAN STEAMSHIP COMPANY, LTD.  
AND  
CHINA MUTUAL STEAM NAVIGATION  
COMPANY, LTD.  
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.  
MONTLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

## OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	TYDEUS	On 28th June.
GLASGOW and LIVERPOOL	MACHAO	On 12th July.
GLASGOW and LIVERPOOL	DIOMED	On 16th July.
GLASGOW and LIVERPOOL	HECTOR	On 22nd July.
GLASGOW and LIVERPOOL	NESTOR	On 29th July.
GLASGOW and LIVERPOOL	TEUCER	On 30th July.
GLASGOW and LIVERPOOL	NINGCHOW	On 8th August.
K.S. "TYDEUS" left Singapore 23rd inst., noon, and is due here 28th inst.		

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON & AVERP.	ALCINOUS	On 7th July.
MARSEILLES, LONDON & AVERP.	PROMETHEUS	On 2nd July.
MARSEILLES, LONDON & AVERP.	PELEUS	On 21st July.
MARSEILLES, LONDON & AVERP.	STENTOR	On 4th August.
MARSEILLES, LONDON & AVERP.	DARDANUS	On 18th August.
MARSEILLES, LONDON & AVERP.	DIOMED	On 20th August.
MARSEILLES, LONDON & AVERP.	NESTOR	On 1st September.
Taking Cargo for Liverpool at London Rates.	NINGCHOW	On 15th September.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and "PACIFIC COAST PORTS," NAGASAKI, KOBE and YOKOHAMA	MACHAO	On 14th July.
"NINCHOW"	NINGCHOW	On 10th August.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

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## CHINA NAVIGATION CO. LIMITED.

STEAMERS	TO SAIL
PAOTING	26th June.
SHAOHSING	27th
TAIWAN	29th
GUNGKIANG	1st July.
NANCHANG	4th
CHINOTU	4th
TAIYUAN	7th

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.R.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MAILED AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

[7]

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Date.
ZAFIRO	2,540	R. Rodger	MANILA (DIRECT)	SATURDAY, 27th June, at 10 A.M.
RUBI	2,540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 4th July, at 10 A.M.
PERLA	1,850	J. McGinty		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

[1208d]

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG INLAND SEA OF  
JAPAN, MOJI, KOBE AND YOKOHAMA.

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship. Tons. Captain. To Sail

"INDRAVELLI" 4,809 R. P. Craven July 14, 1903.

"INDRAPURA" 4,809 A. E. Hollingsworth Aug. 14.

"INDRASAMHA" 5,197 W. E. Craven Sept. 13.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to:

ALLAN CAMERON, General Agent.

[266c]

OSAKA SHOSEN KAISHA.

## PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSIU	DAIGI MARU	T. W. Groves	SATURDAY, 27th June.
FOR FOOCHEW	ANPING MARU	J. Goto	SUNDAY, 28th June.
FOR TAMSIU	DAIJIIH MARU	T. Ogata	WEDNESDAY, 1st July.
FOR ANPING	MAIDZUKU MARU	T. Saito	FRIDAY, 3rd July.

Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Governmental Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamshui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at

ARIMA Manager.

[1209e]

## Shipping Steamers

CHINA NAVIGATION COMPANY  
LIMITED.

HONGKONG-MACAO LINE.

S.S. "WING CHAI".

Captain SAMUEL BELL SMITH.

DAILY Departure from Hongkong to Macao

at 7 A.M., from Macao to Hongkong

at 1 P.M., SUNDAY included.

1st Class fare (including cabin and servant),

\$3 return ticket, \$5.

2nd Class, \$1.50; return ticket, \$2.50.

3rd Class, \$1.

Steerage, \$0.50.

Superior cabin accommodation.

Wharf in Hongkong opposite Central

Market at Macao, C. M. S. N. Company's

Wharf.

For Freight, &amp;c., apply to—

SAM WANG &amp; CO., LTD.

81, Queen's Road Central,

Hongkong, 22nd June, 1903.

[1697e]

NOTICE.

HONGKONG-MACAO LINE.

THE S.S. "WING CHAI" WILL NOT

RUN FOR THE NEXT FEW

DAYS.

SAM WANG &amp; CO., LTD.

Hongkong, 22nd June, 1903.

[736e]

COMPAGNIE DES MESSEGERIES

MARITIMES.

PAQUETOTS POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND

YOKOHAMA.

THE Company's Steamship

"POLYNESIEN".

Captain DUCHATEAU, will be despatched for the

above Ports, on or about MONDAY, the 29th

instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX.

Agent.

Hongkong, 22nd June, 1903.

[100e]

FOR SINGAPORE, PENANG AND

CALCUTTA.

THE Steamship

"ARRATOON APCAR".

Captain E. Fey, will be despatched for the

above Ports on TUESDAY, the 30th instant;

at Noon.

For Freight or Passage, apply to

DAVID SASSON &amp; CO., LIMITED.

Agents.

Hongkong, 22nd June, 1903.

[733e]

"GLEN" LINE OF STEAMSHIPS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"GLENECK".

Captain RAFFERTY, will be despatched as above

on THURSDAY, the 9th July.

For Freight or Passage, apply to

MC GREGOR BROS. &amp; GOW.

Agents.

Hongkong, 22nd July, 1903.

[689e]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON

THE Steamship

"BENLOMOND".

Captain Hutton, will be despatched as above

on or about THURSDAY, the 2nd July.

For Freight or Passage, apply to

## SAILING.

Arrivals.			
Japan, Br. s.s., 7/95, Mart n. R.N.R., 23rd June.			
London, 10th May—Singapore, 20th June.			
June, Gen.—P. & O. S. N. Co.			
Rosetta Maru, Jap. s.s., 2/03, Tate, 25th June.			
—Man's 23rd June, Gen.—T. K. K.			
Haitan, Br. s.s., 1/18, Roach, 25th June.			
Foochow, 23rd June, and Amoy 24th, Gen.			
—D. & C. & Co.			
Bornem, Ger. s.s., 1/34, Muhle, 25th June.			
Sundakan 20th June, Timber and Gen.—M. & Co.			
Empress of Jap. Vancouver, C.P.R. Co.			
Indiarailway, Japan, P. & A. Co.			
Kawachi, Maru, Jap. s.s., 1/80, Fuku, 26th June.			
—Shanghai 2nd June, Gen.—N. Y. K.			
Haihong, Br. s.s., 7/83, Gibson, 26th June.			
Tamsui 21st June, Amoy 23rd, and Swatow 25th, Gen.—D. L. & Co.			
Antonia, Ger. s.s., 3/50, Forst, 26th June.			
Mojii 21st June, Gen.—H. A. L.			
Aram, Br. s.s., 1/20, Williamson, 26th June.			
Shanghai 17th June, and Amoy 24th, Ballast—S. T. & Co.			
CLEARANCES at the Harbour Office.			
M. Service, for Hongkong.			
Zafra, for Manila.			
Dafri Maru, for Swatow.			
Kintoku Maru, for Moji.			
Pak Kong, for Macao.			
Bilis Nissuk, for Shanghai.			
Thale, for Swatow.			
Le Rhone, for Canton.			
Steator, for Shanghai.			
Lugazi, for Manila.			
Patting, for Shanghai.			
Pierre Anthonie, for Tacoma.			
Sol, for Kobe.			
Departures.			
June 26.			
Anton, for Haiphong.			
Koun Maru, for Kobe.			
Onions, for Surabaya.			
Thales, for Cosco Potts.			
Arlite, for Kobe.			
Hippon, for Swatow.			
Szechuan, for Shanghai.			
Dutig Maru, for Swatow.			
Canton, for Singapore.			
Nium, for Shanghai.			
Hanyang, for Yokohama.			
Leishi, for Manila.			
Steator, for Shanghai.			
Hongkong, for Haiphong.			
Passengers arrived.			
Per Wan-kai, from Bangkok—Mr. Andrews, and 47 Chinese.			
Per Hallan, from Coast-Poole—Mr. and Mrs. M. M. and 42 Chinese.			
Per Hallan, from London for Hongkong—Lieut. and Mrs. G. H. Messenger and child.			
Eng. Lieut. W. C. Burnett, Sub-Lieut. G. Bedford, C. P. Dunby, R. Down, and J. Humans, for Yokohama—Miss M. A. Jackson, from Penang—Mr. Hawley.			
Per Rosetta Maru, from Manila—Messrs. David, M. Ucio, Edwardo Samaniego, Venecio Barba, F. C. Santander, Capt. and Mrs. B. M. Jursell, Messrs. J. N. Purcell, C. Paschal, H. Inbar, Mrs. Mills, Mrs. Rafferty, and infant, Messrs. F. C. Jewell, D. Hirayama, Okada, Leonard Anderson, George Raymond, and 32 Chinese.			
Per Kewuchi Maru, from Shanghai, etc. for Hongkong—Capt. Mrs. and Miss E. K. Cole, Sir R. Baker, Consul H. von Varchmin, Mrs. and Mrs. Schudler, Mrs. K. Tautida, Messrs. G. H. Wright, J. M. Robinson, S. Suzuki, Smith, J. W. Samuel, L. P. Stephen, H. U. Wynnard, R. M. Parker, J. H. Johnstone, R. Evers, 27 Japanese, 1 Chinese and 9 Europeans. For Singapore—Mr. George McBain, Mrs. V. Fajri, Mrs. Kelz, and Mr. K. Tsutada. For Colombia—Mr. E. H. Whinney. For Manila—Messrs. V. Shibusawa and G. Mitchell. For London—Mrs. Jas. Jones, Nessrs. Tanakoma, K. Shimada and S. Terada.			
Passengers departed.			
Per Loong-ting, for Manila—Miss S. Rich, Messrs. Dewitt C. Allen, A. Miller, R. W. Adamsen, C. W. Franks, J. Encarnacion, S. A. Rich, H. L. Findlay, G. L. Hall, John H. Jenkins, Geo. E. Walk, Luter, Agee, David Richards, Foong, San Chin, Te Yeh, Tang Chien-Yen and Nia Chin.			
Per Room, for Hamburg—Messrs. Techniker Aschendorff, Luis Andreu, Mr. and Mrs. J. G. Buckley, Messrs. Bezold, Mr. and Mrs. Jeldera and children, Messrs. A. Blas, H. Carol, Giuseppe Colombo, Mr. and Mrs. Daniel Earsnshaw, children and servant, Dr. Florenz, Capt. R. R. Gibson, Mr. Aktiud A. P. Goldammer, Master and Mrs. Cowland, Messrs. P. Graf, Rendant, Grossmann, A. Haberkort, Hengmuller, Miss Lavanchy, Messrs. T. Kammer, H. Lakin, Lavanchy, C. Lee, Mr. and Mrs. K. Lindemann, Messrs. F. Meinecke, H. W. Meyer Hilleström and family, F. W. Mid-diemus, Mrs. Mirir, Mr. and Mrs. Newell and child, Messrs. K. Oldspur, H. W. Peacock, Mr. and Mrs. J. F. de Ruyter de Wildt, and family, Mr. O. Rümker, Mrs. F. A. Sampson and child, Master Nazer, Mr. P. Santander, Mr. and Mrs. J. C. Shoute, Frédericson, Mrs. T. Stevenson, Messrs. J. H. Stone, Ude, B. L. van der Veen, Ee Val, Mr. and Mrs. de Veer and family, Messrs. O. F. Vollhardt, H. M. Wise, Rev. and Mrs. Wilkinson, Mr. H. Winkelmann, Mrs. S. van Zanten, and children, and Mr. P. Zimmerman.			
Hongkong & Whampoa Dock Returns.			
Taiwan, at Kowloon Dock.			
Pathfinder.			
Antonio Macleod.			
Doris.			
Chuentung.			
Canion River.			
San Joquin.			
Taiwan.			
Verona.			

## SHIPS EXPECTED.

Vessel	From	Agents	Due
Tydacus	Singapore	B. & S.	June 28
Polynesian	Singapore	M. M.	June 29
Insatya	Singapore	P. & O. Co.	June 29
Maru	Singapore	P. & O. Co.	June 30
Contic	Japan	P. & O. Co.	July 1
Tutara	Japan	N. Y. K.	July 1
Hakata Maru	Singapore	N. Y. K.	July 1
Empress of Jap.	Vancouver	C.P.R. Co.	July 1
Indiarailway	Japan	P. & A. Co.	July 1

## SHIPPING REPORTS.

Str. Haifong from Tamshui.—There to Amoy strong S.W. monsoons, light variable winds with heavy rain to Swatow, and thence to port.

Str. Horner from Sandakan.—In the Sulu sea experienced light and moderate E.W. winds while in the China seas met with a strong S.W. trade wind and according sea.

Str. Hukou from Fuchow.—From there to Amoy, moderate S.S.W. wind, overcast, but clear; from Amoy to Hongkong light variable wind, and fine until midnight, thence strong S.W. squally and heavy rain.

## VESSELS IN PORT.

STRAMMEN.			
Anping Maru, Jap. s.s., 1/53, Goto, 24th June.			
—Fuchow, Amoy and Swatow 23rd June, Gen.—O. S. K.			
Automa Macleod, Am. s.s., Uganda 15th June.			
—Inilo 21st June, Gen.—B. & Co.			
Arnold Lukyan, Ger. s.s., 1/05, Wibergfeld 21st June, Salson 17th June, Rice—E. A. T. Co.			
Arribat Apur, Br. s.s., 1/91, Fey, 22nd June, —Calcutta via Penang and Singapore 17th June, Gen.—D. S. & Co. Ltd.			
Bened, Br. s.s., 1/81, Clark, 21st June, —Singapore 19th June, Gen.—G. L. & Co.			
Chowtan, Ger. s.s., 1/05, Texel, 23rd June, —Bangkok 15th June, and Swatow 2nd June, B. & S. & Co.			
Dagmar, Nor. s.s., 1/51, Sulvesen, 13th June, —6th June, Gen.—E. A. T. Co.			
Doris, Nor. s.s., 1/51, Jacobson, 25th June, —Canton 25th June, Gen.—Order.			
Kimchi Maru, Jap. s.s., 1/38, Payne, 25th June, —Singapore 20th June, Twisti—N. Y. K.			
Kishin, Br. s.s., 1/21, Robertson, 23rd June, —New York via Singapore and Manila 20th June, Gen.—T. & Co.			
Kong Beng, Ger. s.s., 1/62, Ziegenbein, 22nd June, —Bangkok 16th June, Rice—B. & S. & Co.			
Maria Rickmers, Ger. s.s., 1/07, Bandel, 21st June—Canton 20th June, Gen.—E. A. T. Co.			
Michael Jebsen, Ger. s.s., 1/10, Jessen, 21st June, —Haiphong 17th June, and Hoihow 20th Gen.—J. Co.			
M. Struve, Ger. s.s., 1/06, Brandt, 25th June, —Canton 24th June, Gen.—S. & Co.			
Pompey, Am. s.s., 1/20, Range, 28th May, —Manila, P. I., 25th May, B. & S. & Co.			
Pronto, Nor. s.s., 1/40, Sieberg, 19th June, —Canton 18th June, Gen.—E. A. T. Co.			
San Joaquin, Am. s.s., 1/27, Galdier, 26th April, —from Apuri, Ballast—Order.			
Siberia, Am. s.s., 1/10, 2/4, Smith, 21st June, —San Francisco 26th May, and Shanghai 10th June, Mails and Gen.—P. M. S. S. Co.			
Tayuan, Br. s.s., 1/45, Dawson, 23rd June, —Australia 29th May, Gen.—B. & S.			
Taurus, Nor. s.s., 1/37, Seeberg, 17th June, —Mojii 10th June, Coal & Co.			
Tosha, Jap. s.s., 3/10, Christensen, 16th June, —Shanghai 13th June, Gen.—N. Y. K.			
Tremont, Am. s.s., 6/19, Garlick, 22nd June, —Manila 18th June, Gen.—D. & Co. Ltd.			
Trius, Nor. s.s., 1/03, Krahs, 18th June, —Saigon 14th June, Rice and Gen.—S. & Co.			
Tyr, Nor. s.s., 1/15, Danielsen, 25th June, —Anton 25th June, Coal—E. A. T. Co.			
Alcides, Br. ship, 2/02, Dart, 22nd June, —New York 21st Feb., Case Oil—S. O. Co.			
Boieldieu, Fr. Ld., 2/02, Harong, 24th June, —New York 15th Dec., Kerosine—S. O. Co.			
Columbia, Am. sch., 7/2, Sprague, 27th May, —J. M. & Co.			
Grosvenor, Br. br., 5/1, Rodger, 22nd June, —Mauritius 16th Jan., Sugar, A. & Co.			
Kentiner, Br. a.masted br., 2/43, Burch, 27th Apr., —Shanghai 20th Apr., Ballast—S. O. Co.			
Pierre Anoine, Jr. br., 1/40, Retegnet, 1st Apr., —New York 3rd Oct., Oil—Order.			
Prince Albert, Nor. ship, 1/48, Hansen, 10th June, —Fremantle 29th Apr., Sandal Wood—Gilman & Co.			

## SHIPS PASSED THE CANAL.

Outward	8th May—Baden	10th May—Lemmer
Tenkai Maru, Veldema, 29th May—Lemmer		
Yamato Maru, 10th June—Borsley, Baqueira, Montevideo, Chile, Valparaiso, Valparaíso, Chile, Callao, Panama, Dardanel, Manaton, Weisbaden, Breslau, Braemar, Diomed, Barton, Asia, Bengal, Pulauan, Sabah, Homeward—30th May—Stentor, 9th June—Serbia, 16th June—Zadar, 23rd June—Caledonian, 19th June—Varra, 24th June—Prinz Heinrich, Shanghai, Hitachi Maru, Franz Ferdinand, Pinguey, 24th June—Guydon, Melanau, 16th June—Freiburg, 18th June—Socotra, 19th June—Bayern, 23rd June—Wakasa Maru, Caldonian.		

## ARRIVALS AT HOME AND ABROAD.

Arrivals at Home	2nd June—Inaba Maru
Arrivals at Home	2nd June—Inaba Maru
Arrivals at Home	2nd June—Inaba Maru
Arrivals at Home	2nd June—Inaba Maru
Arrivals at Home	2nd June—Inaba Maru

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